

## Chapter 10. Traffic and Circulation

The Plan area is served by a freeway and a network of arterial and collector roadways and local streets (Figure 10-1). Because of the predominance of large-lot, low-density residential development, automobile travel is the most important mode of transportation. I-80 serves Meadow Vista, but would not be affected by the project.

Placer Hills Road is a two-lane north/south oriented roadway that serves the heart of the Plan area. Turn lanes are provided at major intersections along Placer Hills Road, including Sugar Pine Road and Combie Road. The roadway extends from I-80 at the southern extreme of the Plan area, through the downtown area of Meadow Vista, and on north, eventually connecting to the City of Colfax (north of the Plan area). In the Downtown area, Placer Hills Road provides access to numerous adjacent land uses, resulting in reduced speeds and increased turning movement conflicts.

*Collector Roadways.* Collector roadways serve to “collect” traffic from local roadways and move it to arterial roadways. Speeds are typically lower on collector roadways than on arterial roadways, and an important secondary role for collector roadways is to provide access to adjacent properties. While the PCGP identifies only two collector roadways in the Meadow Vista area (Meadow Vista Road and Sugar Pine Road), Combie Road, Meadow Gate Road, Lake Arthur Road, and Volley Road also exhibit characteristics of collector roadways. All collector roadways in the Plan area are two-lane rural roadways, some with auxiliary turning lanes provided at major intersections.

Meadow Vista Road intersects with Placer Hills Road at a “T” intersection just south of the downtown area. Meadow Vista Road extends west from Placer Hills Road, serving primarily residential uses. Immediately west of Placer Hills Road, Meadow Vista Road provides access to Meadow Vista Park.

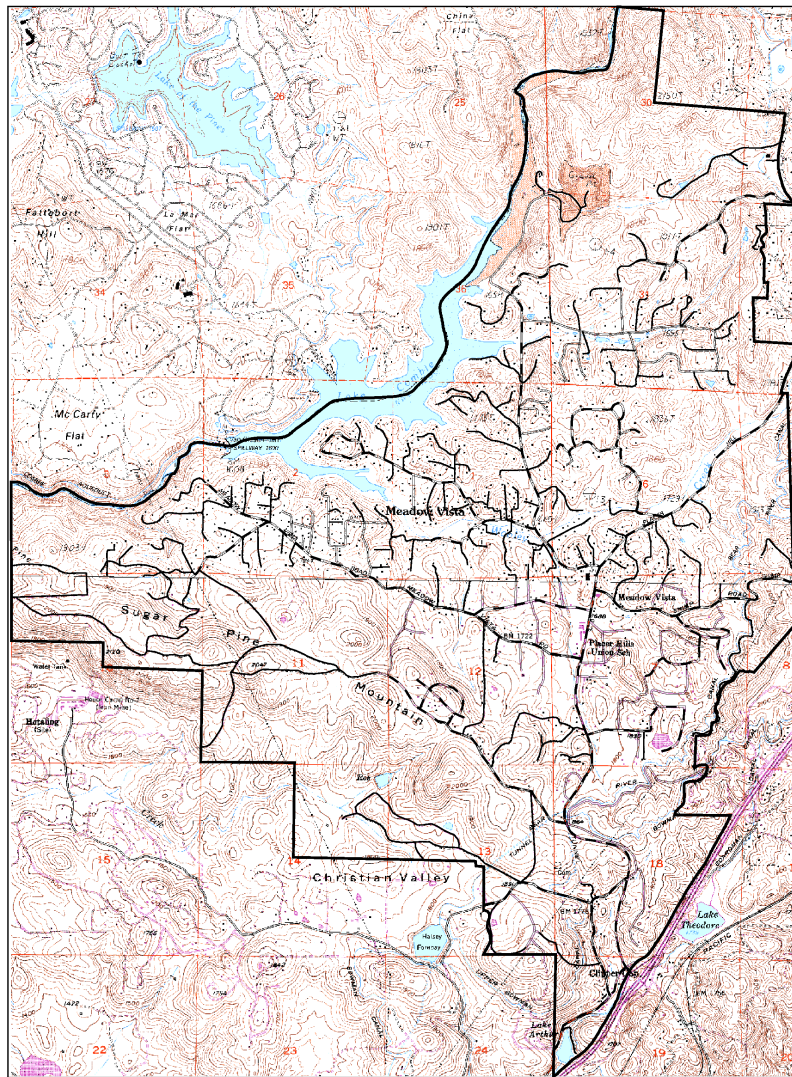
Sugar Pine Road extends west from Placer Hills Road and serves primarily residential uses. In the future, this roadway will serve as the primary means of access to the Winchester Planned Unit Development, which includes a golf course.

Combie Road extends west from Placer Hills Road serving primarily residential uses, as well as the Chevreux gravel extraction operation and the Meadow Vista Landfill, now operated as a solid waste transfer site.

Volley Road serves residential land uses west of Combie Road, intersecting Combie Road approximately 0.5 mile west of Placer Hills Road.

Meadow Vista Community  
PTEIR

Figure 10-1: Road System



— Planning Boundary

Roads

- Public Permanent
- Private Permanent
- Private Seasonal

0.5 0 0.5 Miles

Scale 1" = 2,500'

Source: Fire and Resource Assessment  
Program of the California Department of  
Forestry and Fire Protection



Meadow Gate Road connects Placer Hills Road on the west to Lake Arthur Road on the east. The roadway intersects Placer Hills Road in the downtown area and connects to Lake Arthur Road just south of the Applegate Road interchange on I-80.

Lake Arthur Road is a frontage road paralleling I-80 from the Dry Creek Road interchange to the Applegate Road interchange. In the Plan area, it intersects Placer Hills Road immediately north and west of the Meadow Vista/Clipper Gap interchange with I-80.

In the future, the connection between Bancroft Road and Sugar Pine Road along the old county right-of-way, as well as some roadways internal to the Winchester project, will serve as collector roadways.

All roadways in the Plan area presently operate at an acceptable level of service (LOS). However, certain circulation and traffic operating conditions in the Meadow Vista community warrant special consideration and examination. For example, delays often are experienced on southbound Placer Hills Road due to the grade and the presence of loaded gravel trucks from the quarry operations at the north end of Combie Road. Because of their weight, these trucks cannot maintain highway speeds on the upgrade. This problem also exists to a lesser degree on the uphill grade from I-80 into the community. Typically, gravel trucks traveling in this direction are not loaded and therefore are better able to maintain highway speeds.

Another specific area of concern is Placer Hills Road through the downtown area. In this area, numerous driveways serve adjacent land uses. Delays are caused by turning movements and speed changes when vehicle access these driveways. Placer Hills School also is located in these area, and traffic congestion and delay are experienced when the school is opening and being dismissed.

### **Future Conditions**

The MVCP provides a blueprint for future land development throughout the Plan area. Proposed land use development, as envisioned by the Plan, will occur in a fashion that is consistent with current land use development patterns. Few large land holdings could result in large land development projects, except for the Winchester Planned Unit Development, which was approved recently for the construction of a residential subdivision and golf course that will ultimately contain over 400 new homes. With these exceptions, most anticipated development in the Plan area will be residential infill development in the Clipper Gap area.

## **IMPACTS**

### **Criteria for Determining Significance**

The State CEQA Guidelines, Appendix G, state that a project will normally have a significant effect on the environment if it will:

- increased traffic hazards to motor vehicles, bicyclists, pedestrians, or equestrians.

### **Impact analysis**

The impact to traffic flows on public roads as a result of vegetation management activities includes heavy equipment entering and exiting the road shoulder and adjacent private roads. During shaded fuelbreak activities in particular, road shoulder work may lead to delays and potential safety concerns to traffic. This impact is considered potentially significant as most major roads in the Plan area will have shaded fuelbreaks along their margins with associated work within the public right-of-way. An additional beneficial impact will be increased sight distance at road intersections and improved visibility of roadside wildlife resulting from vegetation thinning.

## **MITIGATION**

1. Measures such as flagmen and directional traffic control shall be provided as determined by the Placer County Public Works Department when heavy equipment ingress and egress is required in the public right-of-way.
2. Encroachment permits shall be retained as needed for work in the Caltrans or County right-of-way.

### **Level of Significance Following Mitigation**

Implementation of the proposed mitigation measures will reduce potential traffic impacts to a less than significant level.